

**PROCEEDINGS OF THE BROWN COUNTY**  
**PLANNING, DEVELOPMENT & TRANSPORTATION COMMITTEE**

Pursuant to Section 19.84 Wis. Stats., a regular meeting of the **Brown County Planning, Development & Transportation Committee** was held on Monday, May 23, 2016 at the Brown County Public Works Department, Howard, Wisconsin.

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**Present:** Supervisors Bernie Erickson, Dave Kaster, Dave Landwehr, Tom Sieber, Norbert Dantine  
**Also Present:** Supervisors Schadewald, Lund, Van Dyck; Paul Fontecchio, Nick Uitenbroek, Dean Haen, Brian Simons, Bill Meindl, news media and other interested parties.

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*\*Audio of the meeting is available by contacting the County Board office (920) 448-4015.*

**I. Call Meeting to Order.**

The meeting was called to order by Supervisor Erickson at 6:16 p.m.

**II. Approve/Modify Agenda.**

**Motion made by Supervisor Landwehr, seconded by Supervisor Dantine to approve with modification to hold Item 10 until next month. Vote taken. MOTION CARRIED UNANIMOUSLY**

**III. Approve/Modify Minutes of March 28, 2016.**

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to approve. Vote taken. MOTION CARRIED UNANIMOUSLY**

**1. Review minutes of:**

- a. Harbor Commission (February 15, 2016).

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to suspend the rules to take Items 1a – c together. Vote taken. MOTION CARRIED UNANIMOUSLY**

- b. Planning Commission Board of Directors–Transportation Subcommittee (March 7, 2016).  
c. Rural Specialized Transportation Needs Study Advisory Committee (April 21, 2016).

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file Items 1a – c. Vote taken. MOTION CARRIED UNANIMOUSLY**

**Comments from the Public**

**Communications**

- 2. Communication from Supervisor Schadewald re: the status of and reinstatement of the Facility Master Plan Subcommittee.**

Supervisor Schadewald stated he just saw that there was a Facility Master Plan Subcommittee but it hadn't met for a number of years. When he was elected in 2014 they were going to receive a study of facilities and they did not. He believed Brown County had a number of unused spaces, the footprint was too large, and they had leases that needed to be looked at. The County Board needed a committee to start consolidating information and immediately dispense it to the board so they could get a clear view of what they needed to do as far as the county. After a brief discussion with regard to the history, Schadewald appreciated the information but suggested looking to the future. They can't wait for the County Executive to come up with a plan; the County Board should be initiating plans and ideas based on their experience and committees.

**Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to refer to County Board Chairman Moynihan to reinstate the Facility Master Plan Subcommittee. Vote taken. MOTION CARRIED UNANIMOUSLY**

**3. Communication from Supervisor Dantine re: Have the Highway Committee review the work weeks, overtime pay and holiday pay for Highway Department employees. *Referred from May County Board.***

Dantine informed he had phone calls, and when they did this back in 2012 he didn't believe it was fully aired out and felt they were treating a lot of employees like second class citizens and are compared to private sector. He managed a large construction company and their employees are paid overtime after eight hours and their regular workweek is 7am-3pm. If they are working out of that time scheduled they are getting time and a half. He believed the county employees were not treated the way they should be treated and they had to work something out because there were a lot of employees not happy. Overtime in his mind wasn't directed to the right spots.

Fontecchio responded that that came down to hours of workweek and he agreed with Dantine on that. In the winter, their straight time could be eaten up by snowplowing; he felt they would better capture time by starting the workweek on Monday through Sunday. The workweek started Sunday to Saturday, which was countywide. Landwehr stated they had to be careful about that when talking about overtime over eight hours as that was their standard workday. Fontecchio informed they worked four 10s in the summer. Erickson felt all problems could be solved but the county was trying to get everyone on the exact same pay schedule.

Lund had calls on this and they questioned why they were paid 8-hours holiday when they worked 10-hour days in the summer. They had to use flex time to make up for it because they were working different shifts than other county employees. Erickson agreed but part of the issue was some did state jobs and it was a reimbursement factor if the state will only reimburse 8-hours. Fontecchio informed currently staff could work a couple 11 hour days, use 2 hours of vacation or get paid 38-hours; however, the 8-hour holiday pay came back last year from Administration and was in the County Ordinance Chapter 4, something supervisors could change. Landwehr could see where it was a problem but if you look at the opposite, if you are paying one department 10 hours and everyone else 8, you may have the whole rest of county employees coming forward.

Erickson had conversations with Administration and they had other departments that fell in the same category and when they came up with a solution, it had to be county-wide. Dantine stated it was proven fact that 10-hours were more productive. Another option, Erickson felt five 8-hour days would even that problem out.

**Motion made by Supervisor Sieber, seconded by Supervisor Dantine to open the floor to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY**

Scott Sequin – Highway Crew

When Act 10 came through and the county went to Chapter 4, they were put every size fits all in one bag. At the Highway Department, he wasn't saying they were special, they were just different. They could be called on any time of the day and were made to be available 24/7 365, that's what they were looking for when they hire you. Sequin gave several examples. There was rarely any time any day of the year where they can't be called and their boss wanted them to be available. They got that, they all signed up for it and didn't have a problem with that. The problem was, before they used to have set hours and anytime you worked outside of those hours you got overtime. The reason for it was it made it worth their time coming in. It hadn't been a problem but they were pushing up to that point where it could be a problem. Most guys go when they get the call but it's hard knowing they won't make anything extra and work on straight time. Any time you take holiday, vacation, casual pay or personal time, you had to make yourself whole on the 40 hours to get your overtime. It was a matter of fairness and it would help the management because guys were trying to jam all their vacation into times of the year when they are least likely to get called in or emergency type of work or overtime and it was going to cause staffing problems at some point.

Mark Sperberg, Highway Crew

Sperberg stated that as far as the benefits of 40 hour workweek, they were having issues with guys not coming in. They were being good about it because they are always told they were looking into it. Lots of guys are fighting the system. Fontecchio had put together a whole different scheduling because of that, as far as getting guys to come in.

They were creating more rules to try to correct the one contract that actually worked. In 25 years, the first five years he never had a call to come in and plow. The benefits to having guys come in that are on section, they know truck, the sections, and the bad spots, where it's windy and know busy roads. Calling the bottom guys, they don't know what truck they are taking, they don't know the section or how much salt to use, a variety of issues there. They tried working with management but they are running into dead ends. Their biggest concern is the way it used to work with the old contract, it worked. He knew a lot of the issues they were having would go away. The morale was extremely low. The City of Green Bay had what they had now for snowplowing and they opted to go back to their union contract because they had problems and there was an issue. He asked if they could check on why that happened.

Kaster was trying to understand and explained that where he worked they didn't get overtime until 40 hours, if they took vacation they didn't get overtime. Overtime was to reward you for working longer. They got called in at 2am, 3am, 4am and he just went into his normal workday after that.

Sequin stated there were certain things that were in their normal business, like farmers starting early, but because of the scope of work they do and what they wanted them to be available to do all the time was really hard to use their vacation and not harm themselves in the meantime. If he knew he was going to take off Thursday and Friday and they call him up on a Sunday, he had zero incentive other than trying to make his boss happy but financially it wasn't there. Because of the fact that they call them around the clock, around the calendar, all the time, there was no dead time. The longer you put there and the more you know how to do, the more they call you.

Discussion ensued with regard to the state would reimburse the county for double time on holidays, Fontecchio was unsure and would have to check into that.

Landwehr informed he was worried about the safety aspect of employees of hanging around for the rest of the workday and not having the option to go home and sleep after snowplowing 12-16 hours. Sequin informed they had the option to go home, it was a personal option for them to stay so they got the benefits of working 16 hours. Responding to a comment about snow removal not being an emergency when called in after hours, Landwehr responded that the core number one purpose of having their own Highway Department instead of farming everything out was the snow removal, having a department and the manpower there to do all of this. So if that's what they are staffing, building their staff for and budgeting for, it doesn't become an emergency at that point to him; it's what their core mission was. All the other stuff, cutting brush and other work was to make sure there were enough jobs to do the rest of the year to keep them busy, creating income to offset the wages so that they were there to plow winter in the snowplow. It was a decision they made every day on whether or not they do what they do. Sperberg understood his point, it was a hard pill to swallow, but when he signed up 25 years ago, there was a whole different set of rules. Sometimes change is bad, sometimes it's good but there were a lot of guys that felt the same way about this situation and that's why they were there.

#### Jason Reedy, Highway Crew

They give up a lot of stuff throughout the year with their families to serve their snowplowing purposes, they weren't the same as everyone else, their phones ring at all different times. They were glad to have the committee listen to them.

#### Todd Maus, Highway Crew

Maus thanked the committee for bringing this to their attention. He believed there were a couple real issues that would make the County Board's jobs easier, the residents of Brown County's jobs and lives happier, it would make Fontecchio and his superintendent's easier and that was with the agenda that they brought forward. He reiterated the issue with regard to being paid 8 hours for a holiday when they worked 10 hour days. Outside of their workdays they can get called in a half hour after they get home or later, they could have gone to bed and get called back in and why was it not deserving to be paid time and a half. They had already given their normal workday hours for Brown County and now they were sacrificing time from their families to come back into work because that was their job but wasn't it worth a little something?

#### Mike Goral, Highway Mechanic

Goral explained that when there is a storm, they go home for 4 and come back in for 16 sometimes. They do that 3, 4

times annually and after 25, 30 years, it's grueling. You can't go to sleep in 4 hours. You might go home and get 2 hours of sleep and you are just beat. He didn't plow snow, but they did it.

Jamie Van De Hei, Highway Crew

About five years ago when they lost their contract and Chapter 4 came out, they took a heck of a hit, insurance, year after year, it was killing them. He knew they had to deal with what they had to deal with. With that and taking the overtime away, he guessed probably \$10,000 they lost and they kept them working there. They had a good group of guys and were asking for just a little bit back. He spent maybe 1 Christmas with his family the last 5 years that he worked there, Thanksgiving wasn't much better and they all deer hunt. They were asking to look into maybe just giving them a little back and the overtime outside of their set hours would be something. They were losing guys, they lost a couple this year already and he was sure it was going to keep going that way and the list was shorter and shorter of guys coming in. He believed they went above and beyond and they try to be there when the phone rings.

Kaster suggested looking to see what the airport was doing, because what they do here, they most likely will be doing there.

Responding to Sieber, Fontecchio informed that they kept their regularly scheduled shifts after plowing outside of their normal work hours. There was a never-ending stream of work, even in the winter time so the regular stuff could be done during normal workdays. It was in the County Code that if someone knocked over a stop sign in the middle of winter, if they came out and put up a new stop sign, they were guaranteed 2-hours of time and a half. Sieber stated the county was losing correctional officers like crazy because the pay and benefits that they signed up for when they were hired on the job wasn't there anymore. He felt if they didn't address this issue, they were going to end up with the same problems.

With regard to the safety factor, Supervisor Van Dyck knew they were doing this for years and probably haven't had issues and obviously these guys weren't opposed to working 16, having 4 off and working another 16 as long as they were paid fairly for it. He found it interesting that a semi driver couldn't be on the highway for more than a certain number of hours with a certain rest period before they could drive a certain number of hours again. It kind of floored him that they could put a person in a truck on a highway plowing snow for 16 hours and only having them rest 4 and then throw them back out for another 16 hours. If they did it as a semi driver, the federal government would be all over them. Lund interjected it was a 10 hour rest period. Van Dyck asked that they start to look some of these things just from a safety perspective. Fontecchio responded he was also very concerned and was something he wanted to look into that and felt the snowplow route optimization, which will be discussed under his Director's Report, may help that but may not alleviate it. He would like to see a minimum of 6 hours between, if they could do better than that, that would be great but they would have to hire more people so there was that balancing act.

Roland Wegner, Highway Crew

Wagner thought the emergency guy kind of blended in with their general operation. An emergency was when the police department called a supervisor or man on call and stated they had an issue out on the road and they needed to have them out there whether it was a road closure, an accident or snow. He knew the description of the Highway Department was for snowplowing and snowplowing removal but it didn't snow from 6am to 4pm or 7am to 3pm and there was millions of dollars of commerce transported on their roads and highways, people going to work, school buses, etc. If police call them, that was an emergency.

**Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY**

**Motion made by Supervisor Sieber to bring this back next month and have a representative from HR and Director Fontecchio give a presentation on the work rules of the Highway Shop and have HR give a presentation on Chapter 4 and to find out what they could do within Chapter 4, what they can do within work rules at the Highway Shop.**

Fontecchio informed he didn't have any work rules officially. Over the years there had just been staff memos sent out.

**Motion made by Sieber, seconded by Supervisor Dantine to have Director Fontecchio report back next month and have a representative from Human Resources present. Vote taken. MOTION CARRIED UNANIMOUSLY**

**Presentation**

**4. Presentation and discussion re: Drones.**

Erickson felt they might be able to get a presentation at County Board, Lund suggested having it up on the website.

Jon Chapman from R.A. Smith National out of Appleton, WI was present to talk about how their company was using Unmanned Aerial Vehicles (UAV), small Unmanned Aircraft Systems (sUAS) or drones. Presentation packets were provided (attached) in which Chapman briefly spoke to. He explained how they as a company were using UAS and touched on some of the FAA regulations as they applied to commercial entities but then also making them aware that the rules for public entities are a little different.

A brief discussion ensued with regard to how they should move forward and get departments together as well as training, etc.

Landwehr expressed his concerns with using staff time at this point. Van Dyck expressed concerns with an operator needing a pilot's license to run it, and having enough staff certified; with them being on-call. Erickson interjected if they decided to move forward they would definitely have to wait until they could take the quick online course.

**Motion made by Supervisor Sieber, seconded by Supervisor Dantine to refer to Public Works Director Fontecchio to organize a subcommittee/talk with other Department Heads and report back when complete. Vote taken. Nay: Landwehr. MOTION CARRIED 4 to 1**

**Port & Resource Recovery**

**5. 2016 Federal Policy Positions.**

Port & Solid Waste Director Dean Haen referred to the report in the agenda packet and spoke to it.

**Motion made by Supervisor Dantine, seconded by Supervisor Sieber to approve . Vote taken. MOTION CARRIED UNANIMOUSLY**

**6. Bid Recommendation and Approval for Project 2056 – Residential Waste Drop-off Site at Transfer Station.**

Haen spoke to the RFP in the agenda packet material. Landwehr's concern was the railing. He stated that obviously they had to have it for safety reasons but questioned if there was any way to work around that where if someone backed up it was spring-loaded and out of the way? The ability to push it right off a vehicle or trailers was a lot nicer than taking it and throwing it over the top railing. Haen stated they could consider it but the thought was to have the railing so no one could fall into the dumpster. If people had shingles, they were still going to have to direct them into the building but this will take 60-70% of the people out of the building having them dump in those dumpsters. He felt if they asked Risk Management, the railing needs to be there. The biggest risk was having someone backing up and running someone over in that building.

Responding to Dantine, Haen informed that the bottom of the pad where the dumpster will sit to the top of the wall there was a six foot difference and they will have a railing, so it's a full dumpster, otherwise they are having to cycle those dumpsters. If they had one of the short dumpsters they will fill up quicker and they are paying JAD every time to circle the dumpsters and dump them in the back. Sieber questioned if there was anywhere else in the state setup like this, Haen responded that Outagamie's site had unloading areas that had elevation change. Sieber made the suggestion of having the dumpster sunk in the ground about the height of the back of a pickup truck. After attending safety orientations, 4' was in Dantine's head, anything over 4' needed to be tied off. He saw this setup seemed not kosher with insurance companies and posed the question so they can't be sued in the future. Van Dyck's felt the safety issue was the person who pulled up with a pickup truck and threw the stuff over the top, now instead of a 4' railing, they may be down to a 2' railing.

Landwehr understood they hired consultants who designed this and worked through these issues. He didn't know if they could tweak the railing to make it more customer-oriented and asked Haen to look into it. Haen responded they could put this back to the Solid Waste Board and vet it out. If there was concern, he had no problem with more opinions or ideas however, there may be costs related to making a change.

**Motion made by Supervisor Landwehr, seconded by Supervisor Erickson to approve the award to Blue Sky Contractors, LLC for \$66,345. No vote taken.**

Dantinne would like to have the safety questions answered and asked if it would hurt to hold this item one month.

**Motion made by Supervisor Dantinne, seconded by Supervisor Kaster to hold for one month to get information to see if this is feasible and won't affect insurance rates. Vote taken. MOTION CARRIED UNANIMOUSLY**

**7. Budget Adjustment Request (16-37): Any allocation from a department's fund balance.**

Construction of a small vehicle/residential drop-off unloading area at the Brown County Transfer Station. Construction will consist of building a recessed area for placement of a dumpster which will allow residents to toss waste material over a railing rather than 6' up into a dumpster. Construction will consist of concrete retaining walls, dumpster placement location, steel plating, railing and asphalt approaches. This project was approved and budgeted in 2015 but not completed. There is sufficient Resource Recovery fund balance to cover the request.

**Motion made by Supervisor Kaster, seconded by Supervisor Dantinne to hold for one month. Vote taken. MOTION CARRIED UNANIMOUSLY**

**8. Director's Report.**

Haen highlighted a number of items on his written Director's Report located in the agenda packet material: BOW C&D Recycling Analysis, Fox River Fiber/Outagamie County, Cat Island, WPS & Renard Island Easement, Great Lakes Pilotage Rates, Marine Sanctuaries, Sign Dedication, Meetings/Events, and Recycling & Solid Waste Hauling Contract.

Sieber posed questions with regard to the triangle easement for Cat Island from the City of Green Bay. Haen informed there were two easements at City Hall; they needed a WPS easement to run power to a tub grinder which was on Brown County's property. That one they returned to the county. Brown County was short-handed in Corporation Counsel's office and the city just lost their Corporation Counsel. They had been non-responsive on the triangular Renard Island easement.

**Motion made by Supervisor Dantinne, seconded by Supervisor Sieber to receive and place on file. Vote taken. MOTION CARRIED UNANIMOUSLY**

**UW-Extension**

**9. Director's Report. *No report, no action.***

**Internal Auditor**

**10. Review of Preliminary Asphalt Plant Analysis. *Item held for one month.***

**Public Works**

**11. Referred from May Ed & Rec: Refer the speed study review to look at potentially reducing the speed on Dutchman Road to 45 miles per hour.**

Fontecchio informed there didn't appear to be warrant to lower the speed limit but before they made a decision he asked to postpone this maybe three months. They were going to be posting no parking by Fonferk as they had parking problems along there. They were going to be ordering the signs, they talked to Ledgeview and they will be putting the no parking signs along there and suggested seeing what that does first to some of those concerns. Also,

the parking lot expansion at Fonferek started.

**Motion made by Landwehr, seconded by Supervisor Dantine to open the floor to allow interested parties to speak. Vote taken. MOTION CARRIED UNANIMOUSLY**

Allison Selk, 2850 Dutchman Road

Selk lived across the street from Fonferek, she was the one that requested the speed study last February. This was the first time she had heard of what the potential result was. She figured since the speed hadn't changed, the report came back that it shouldn't. The no parking was great however; the main issue was Fonferek's traffic. In the 9-10 years that she had lived there, the traffic to the park had increased significantly, at the park meeting the gentleman stated it had increased threefold. The parking currently couldn't handle that so everyone parks on the road. It got slightly less busy as the season goes on and more parking on Memory Lane increases. CTH MM was 2-2.5 miles from the sharp turn from the highway to when you hit Dickenson and when the parking is on the road, there's a good 200 yards from Gemstone to where her house where there was parking on both sides. In spring it was pretty tight. She estimated 35-45 cars on the road between the hours of after school until dusk and on weekends from about noon to dusk. It wasn't just families but a lot of high school kids. The concern was that the road itself didn't really have a shoulder and was much smaller so they were traditionally parking into the road. Technically one side wasn't supposed to be parked on, maybe the no parking signs will help with that. With lots of farm traffic and large vehicles with two semi drivers living on the road, they had a lot of families, she had three young kids, and there wasn't a lot of space to maneuver. The concern was with people walking on the roads. With the 2-2.5 mile stretch, she was confused on why it needed to be 55MPH when comparing to similar residential area roads in the area. They had requested the study back in February 2015, her thought was if it dropped to 45mph, people would go 55mph rather than it being 55mph and people going 65mph, it was busier now than when it originally was. She would like them to consider that even with the no parking. She didn't find a legitimate reason for someone to have to get up to 55mph in two miles just to stop again. She thanked the committee for their time.

**Motion made by Supervisor Sieber, seconded by Supervisor Dantine to return to regular order of business. Vote taken. MOTION CARRIED UNANIMOUSLY.**

As Education and Recreation Committee Chairman, Van Dyck thanked Fontecchio for accommodating the no parking; that was one of the big items. He informed that the parking lot was being expanded to 30+ spots; their committee re-appropriated some money from another spot within the Park's budget, otherwise that wasn't supposed to happen until next year. There was also a gate going in shortly to close off the entrance at dusk to stop people from going in after dark. The Town of Ledgeview was hopefully going to follow suit with no parking signs on the town roads parallel to park on either side; people park there and walk across private property to get to the park. They will also be meeting with Public Safety next month to hopefully increase the patrols to alleviate some of the issues.

Erickson suggested putting out slow down watch for kids signs for residents as they did help.

Fontecchio stated there was a state statute that on the rural roads, if someone was parked on the side of the road, they needed to have 15' clear which meant if it was a 12' wide asphalt lane, the driver's side door needed to be 3' before you hit the white line. They didn't even have a 3' shoulder there so it was impossible. Selk made a good point with the trucks and farm equipment, which was exactly the problem. They will get the no parking signs up in a couple weeks. Dantine suggested possibly placing park entrance signs as well, Fontecchio will look into that. Van Dyck will ask the Sheriff to put up the radar sign for a while.

**Motion made by Supervisor Sieber, seconded by Supervisor Kaster to have Director Fontecchio add additional signage he deems necessary and report back in 90 days. Vote taken. MOTION CARRIED UNANIMOUSLY**

12. **Discussion re: installing "No Engine Braking" signs on Hwy G in the vicinity of the intersection with Scray Hill Road. *Held for one month.***

The Town of Ledgeview does not have a noise ordinance that would allow them to put the signs up, they can't

enforce it. In talking with Town of Ledgeview, it didn't sound like they were going to be putting that on their docket anytime soon so to him it was a dead issue.

**Motion made by Supervisor Dantine, seconded by Supervisor Landwehr to receive and place on file. Vote taken.  
MOTION CARRIED UNANIMOUSLY**

13. **Discussion and possible action with Library Director Brian Simons re: 425 Fund. *See Item 19a***

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to take Item 13 with 19a. Vote taken.  
MOTION CARRIED UNANIMOUSLY**

14. **Summary of Operations.**

Fontecchio briefly spoke to the Summary of Operations provided in the agenda packet material.

Sieber recommended pulling the information regarding the County Bridge Fund and bring it forward once a year just to know where everything is at.

**Motion made by Supervisor Sieber, seconded by Supervisor Dantine to receive and place on file. Vote taken.  
MOTION CARRIED UNANIMOUSLY**

15. **Director's Report.**

Fontecchio highlighted items from his written Director's Report located in the agenda packet material.

Fontecchio informed they had on the Highway Crew, two guys leave. They were now competitive at Brown County with the private world with the insurance. They left because they could make more and had better packages on the outside.

**Motion made by Supervisor Dantine, seconded by Supervisor Kaster to receive and place on file. Vote taken.  
MOTION CARRIED UNANIMOUSLY**

16. **6-Year (2017-2022) Highway & Bridge Capital Improvement Plan (CIP) Summary.**

Fontecchio referred to the memo located in the agenda packet material and briefly spoke to the 2017-2022 CIP.

**Motion made by Supervisor Sieber, seconded by Supervisor Dantine to approve. Vote taken. MOTION CARRIED UNANIMOUSLY**

*Items 20 through 25 were taken at this time; See Item 20.*

17. **Open Session: Discussion and possible action regarding the placement of Parcel D-212-2 for sale (8.5 acres of Brown County Highway Department land on Scray Hill Road located in the Town of Ledgeview).**

Enter into closed session roll call: Landwehr, Sieber, Dantine, Erickson, Kaster

18. **Closed Session: Discussion and possible action regarding the placement of Parcel D-212 for sale (8.5 acres of Brown County Highway Department land on Scray Hill Road located in the Town of Ledgeview). Pursuant to Wis. Stat. § 19.85(1)(e), any meeting of a governmental body may be convened in closed session for purposes of deliberating or negotiating the purchasing of public properties, the investing of public funds, or conducting other specified public business, whenever competitive or bargaining reasons require a closed session.**

19. **Reconvene in Open Session: Discussion and possible action regarding the placement of Parcel D-212-2 for sale (8.5 acres of Brown County Highway Department land on Scray Hill Road located in the Town of Ledgeview).**



**Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to allow Public Works Director Paul Fontecchio to seek outside legal counsel re: Parcel D-212-2. Vote taken. MOTION CARRIED UNANIMOUSLY**

### **Resolutions**

#### **19a. Resolution to Authorize the Use of Bonded and Levied Funds from Library Renovation.**

Library Director Brian Simons provided a copy of the resolution (attached) and informed there was about \$623,000 left in the 425 Fund for Central Library renovation purposes. The Library Board looked at options and what they felt had to be addressed was the Central Library public restrooms. They were not ADA compliant or in good shape. Even if they were to move on completely with redoing the library, these bathrooms would unlikely be moved because the plumbing was there, they were stacked three floors on top of one another and on an exterior wall. There was an ADA compliant bathroom on the third floor already as well as a stubbed out one that they were going to leave alone for now. Because of ADA and in meeting with the architects today, the only thing with limiting to those bathrooms was because the library was an A-2 assembly facility. They had to have certain criteria of fixtures that had to be available because of the occupant load of that type of public facility. It was based on square footage and occupant capacity. The architects were going to double check on fixtures to make sure they met the right number. The resolution didn't specify the number of bathrooms but the Library Board motion did. If they had to adjust that, the Library Board could make that adjustment to accommodate that. Boldt is the firm that provided the ballpark range. They will get the bid spec documents from Boldt on the 25<sup>th</sup>, purchasing will get them out on the 26<sup>th</sup> and bids due June 13<sup>th</sup>, everything timing wise was lined up and done as required for the 425 Fund. They planned to spend 425 money on things they could do well and do good for the public, spending public dollar properly and the rest would go back to pay down the rest of the debt service that was unrelated to the library.

Kaster believed this was being handled the wrong way. He felt the money was put under the direction of this committee because things were done through Facilities. They went ahead with renovations and didn't go through the Library Board. Facilities handled the RFPs and the bids and now they were starting to do it a different way. It seemed like they were shirking their duty. He didn't believe this was the way it should be done and believed it should be handled under Facilities as it was done before. Library's had autonomy but the county had control over the facilities. He believed this was addressed in the meeting having to do with autonomy and it was asked who had control over the facilities and it was the County Board. He knew there were debates about it but it was quite obvious, why were the funds put under the control of the Highway Department, because they had control over facilities.

Simons recalled that the county owned the facility but the Library Board had the decision making power as to what happened within the facility, even a part of the structural pieces. It was his understanding that the reason the money was put into Public Works was because the county controlled the bonded funds. Because these were bonded funds it was outside of the Library Boards prevue, it then laid within the county. And because there were construction projects which fell within the Public Works venue, it was thought to be a good avenue. The bathrooms were one of the items on the Public Work's report, to make them ADA compliant as well. They were asking for the public ones, not staff ones as there were 17 bathrooms in the entire facility. The inspector from Green Bay really wanted to push the library to become more ADA compliant.

Landwehr informed the only viable reason he would see being opposed to this, they had to take care of their facilities, was if they were going to do something soon with the building, they obviously weren't. This was going to be status quo for the foreseeable future. They haven't seen a facilities study so they had to take care of the building and even if they did decide to do something with it long term, it needed to be done anyway so he would support this move.

Weininger informed their committee had control over the dollars. The projects done by Facilities were included in the budget from the capital outlay which they approved. The reason it was under Facilities was to not give the money to the Library Board and their committee still had some say over it until it actually went out, check and balance. It was put in the budget and then either the County Executive or the County Board could make the change because this wasn't an actual line item in the budget, it needed approval. They were the oversight committee because it was the boards intent when they went to bonding that Facilities would be running these projects and getting the approval to

move forward but it still needed their approval if it wasn't put in the budget and this project wasn't in the budget so then it went back to two triggering mechanisms in order to spend those dollars. They could technically approve X, Y and Z and okay the funds and have Facilities do them. The Library Board had to expend the funds within five years or it went into debt service and they would lose those dollars. With the changeover in Facilities and Highway, he believed the Library Board took the initiative knowing they had additional projects that needed to move forward before the money disappeared. The process allowed for that, they could make the request to go forward or Facilities could say these are the projects that need to go forward. Kaster wasn't a fan of having appointed committees decide what happens with tax money.

Dantinne understood the bathrooms needed to be updated but with regard to Kaster's concerns, he felt they were giving away their committee rights to review the bids to the Library Board. Simons informed that the Purchasing Department did the RFP, it ran through the county purchasing program and they still had to abide by the same requirements that every other department did. They couldn't just pick at their will; it had to be lowest bid. Dantinne would like to see the bids prior to approval. Van Dyck understood some caution but they had already allocated like \$600,000 to have repairs done and he wanted to assure them that they were being done appropriately; the bids were being looked at.

**Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to approve 19a, the resolution authorizing the use of bonded and levied funds for library renovations. Vote taken. Nay: Kaster. MOTION CARRIED 4 to 1**

#### **Airport**

20. **Budget Status Financial Report for April 2016.**

**Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to suspend the rules to take Items 20-25. Vote taken. MOTION CARRIED UNANIMOUSLY**

#### **Register of Deeds**

20a. **Budget Status Financial Report for April, 2016. *See Item 25.***

#### **Planning and Land Services**

##### **Planning Commission**

21. **Update regarding development of the Brown County Farm property – standing item. *See Item 25.***

22. **Budget Status Financial Report for April 2016 (unaudited). *See Item 25.***

##### **Property Listing**

23. **Budget Status Financial Report for April 2016 (unaudited). *See Item 25.***

##### **Zoning**

24. **Budget Status Financial Report for April, 2016 (unaudited). *See Item 25.***

#### **Other**

25. **Audit of bills.**

**Motion made by Supervisor Sieber, seconded by Supervisor Landwehr to receive and place on file 20-25. Vote taken. MOTION CARRIED UNANIMOUSLY**

26. **Such other matters as authorized by law. None.**

27. **Adjourn.**

**Motion made by Supervisor Dantinne, Seconded by Supervisor Kaster to adjourn at 10:20 p.m. Vote Taken. MOTION CARRIED UNANIMOUSLY.**

Respectfully submitted,

Alicia A. Loehlein  
Recording Secretary







# sUAS – Unmanned Aerial Systems

## • sUAS

- small Unmanned Aerial Systems



## • Types

- Fixed Wing
- Rotary





# sUAS – Unmanned Aerial Systems

## Impact

- Topographic / Volumetric Surveys
- Inspection Tool

## Different sensors

- Photogrammetric Cameras
- Laser Scanners

## Obstacles

- FAA





# sUAS – Unmanned Aerial Systems

## ● FAA Rules & Regulations

- They control all air space – PERIOD.

## ● Commercial Operations

- Section 333 Exemption
- Blanket COA
- Register Aircraft
- Licensed Pilot



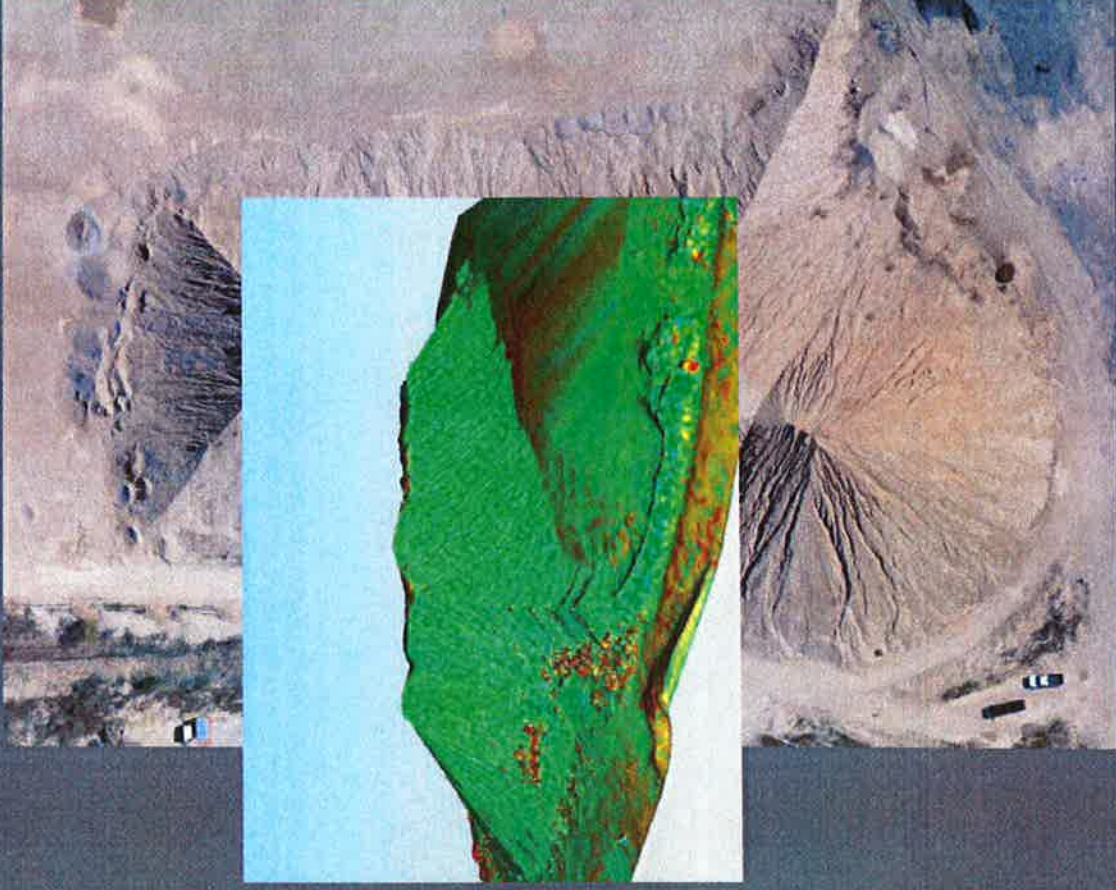


# sUAS – Unmanned Aerial Systems

## ● Volumetrics - Stockpiles

- Static LiDAR as benchmark
- Promising results

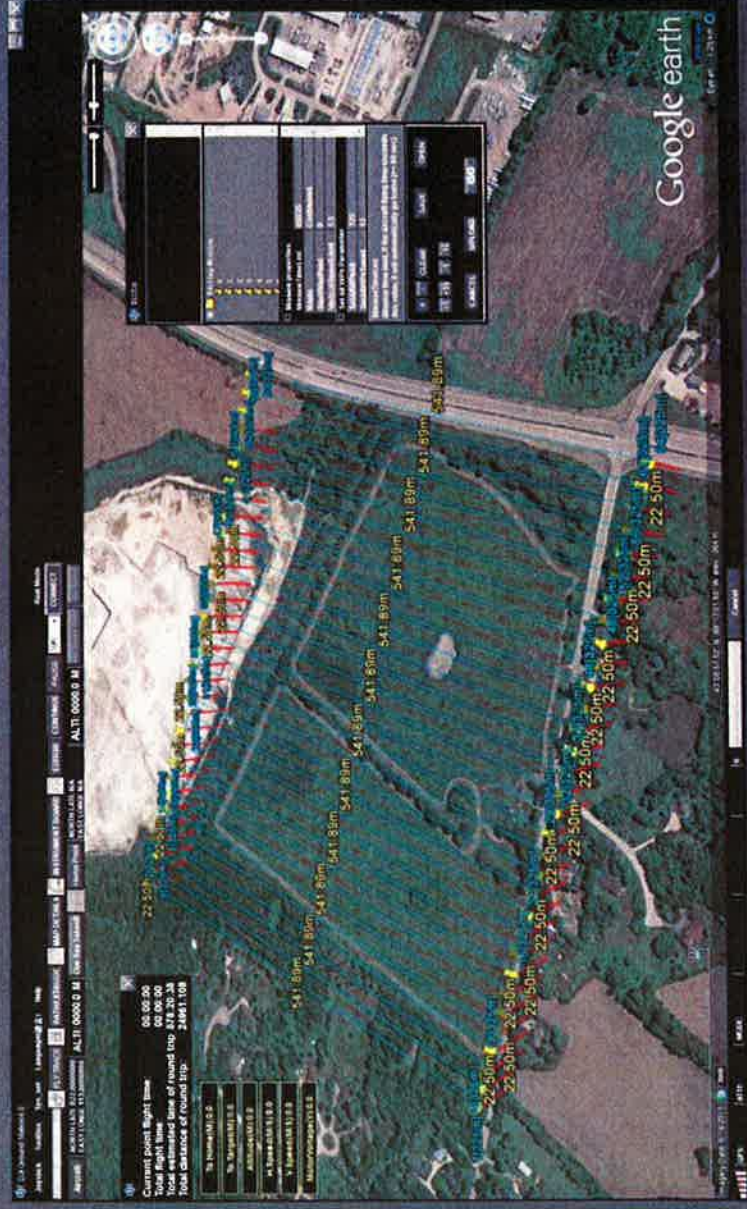
	Small pile	Large pile
	CU YDS	CU YDS
3d Laser scanner	9,012	147,301
UAS	9,099	147,149
	0.97%	-0.10%





# sUAS – Unmanned Aerial Systems

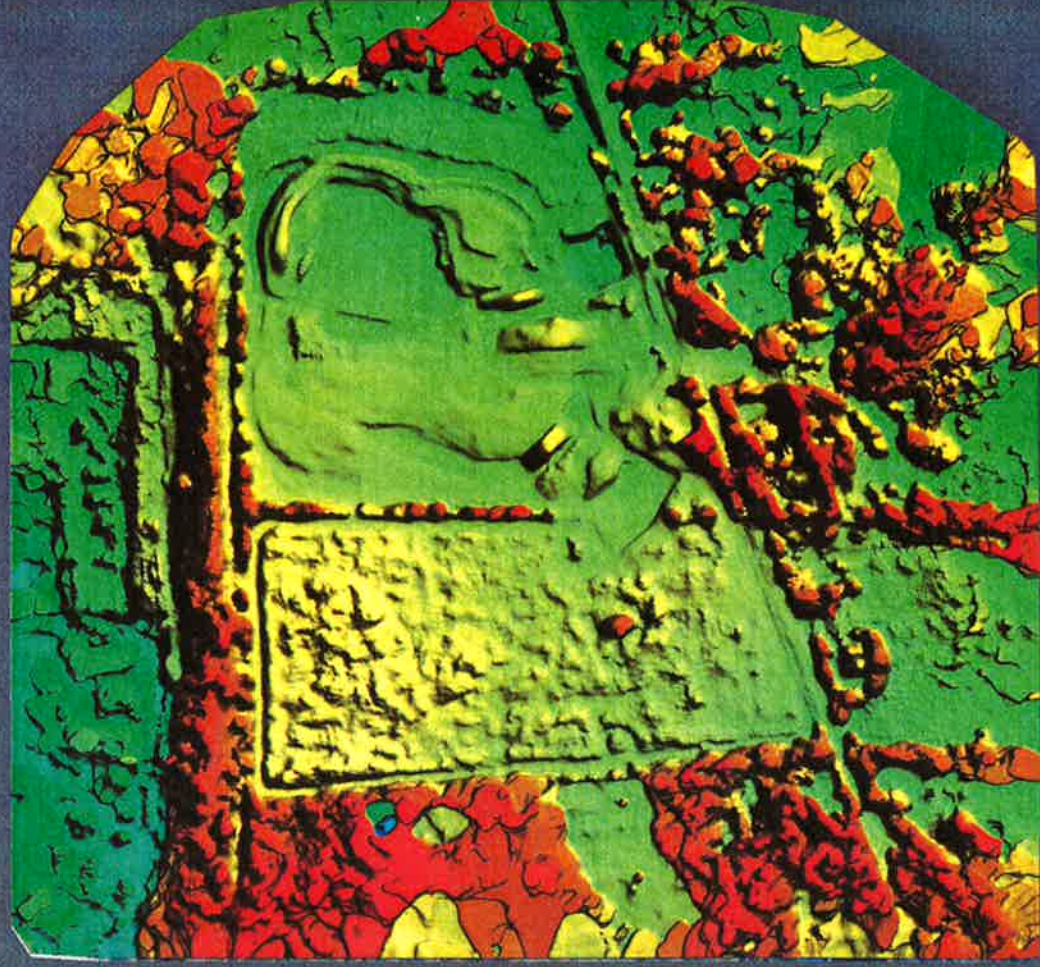
- Topographic mapping
- Using waypoint software for GPS guidance and control.





# sUAS – Unmanned Aerial Systems

## ◉ Monitor Earthwork Draws





# sUAS – Unmanned Aerial Systems

## ○ Erosion Monitoring

- Low altitude flight for highly detailed photogrammetric derived surface.





# sUAS – Unmanned Aerial Systems

## ● Erosion Control Monitoring

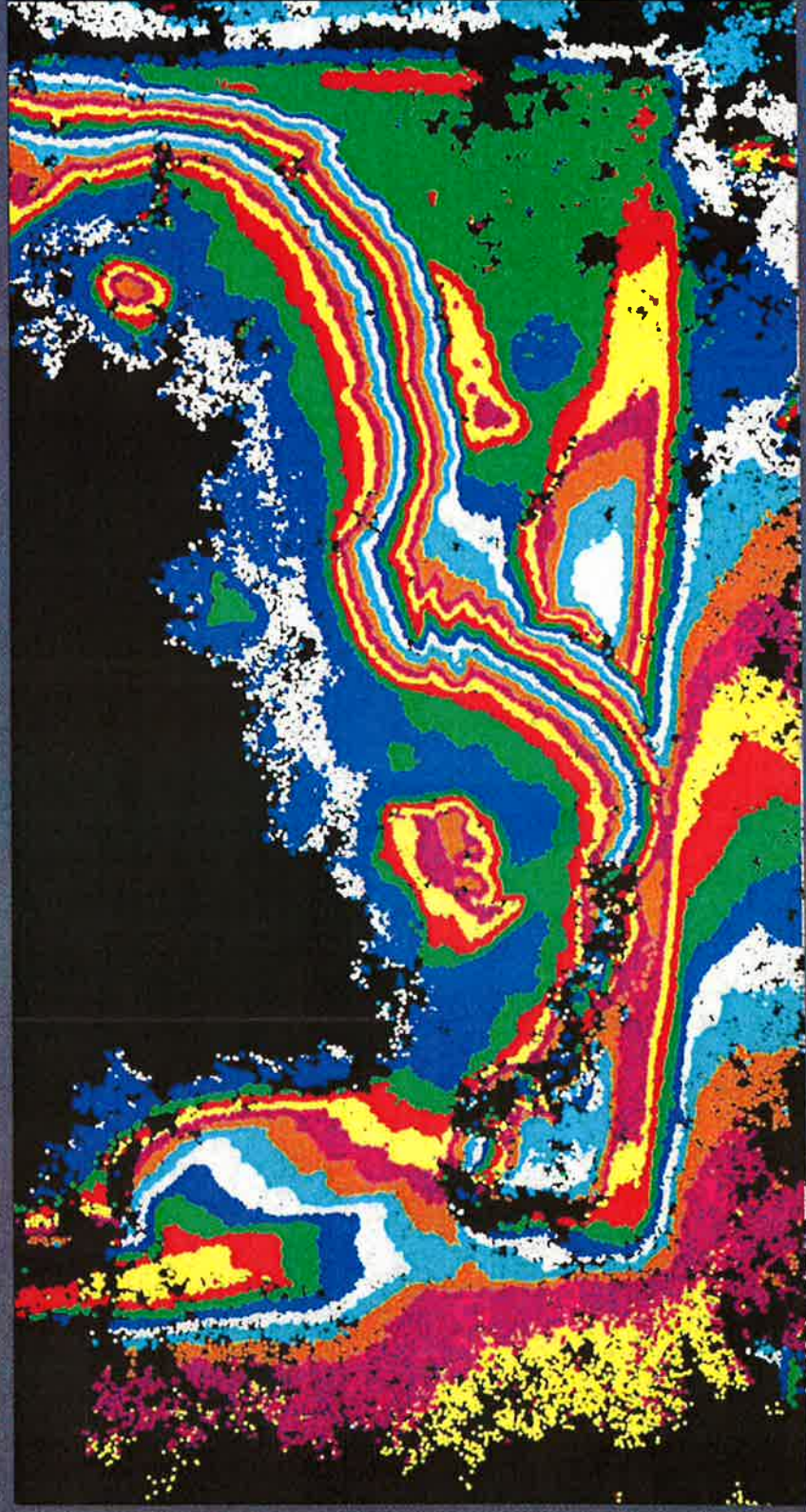
- Measure quantities of silt fence.
- Track sediment movement.





# sUAS – Unmanned Aerial Systems

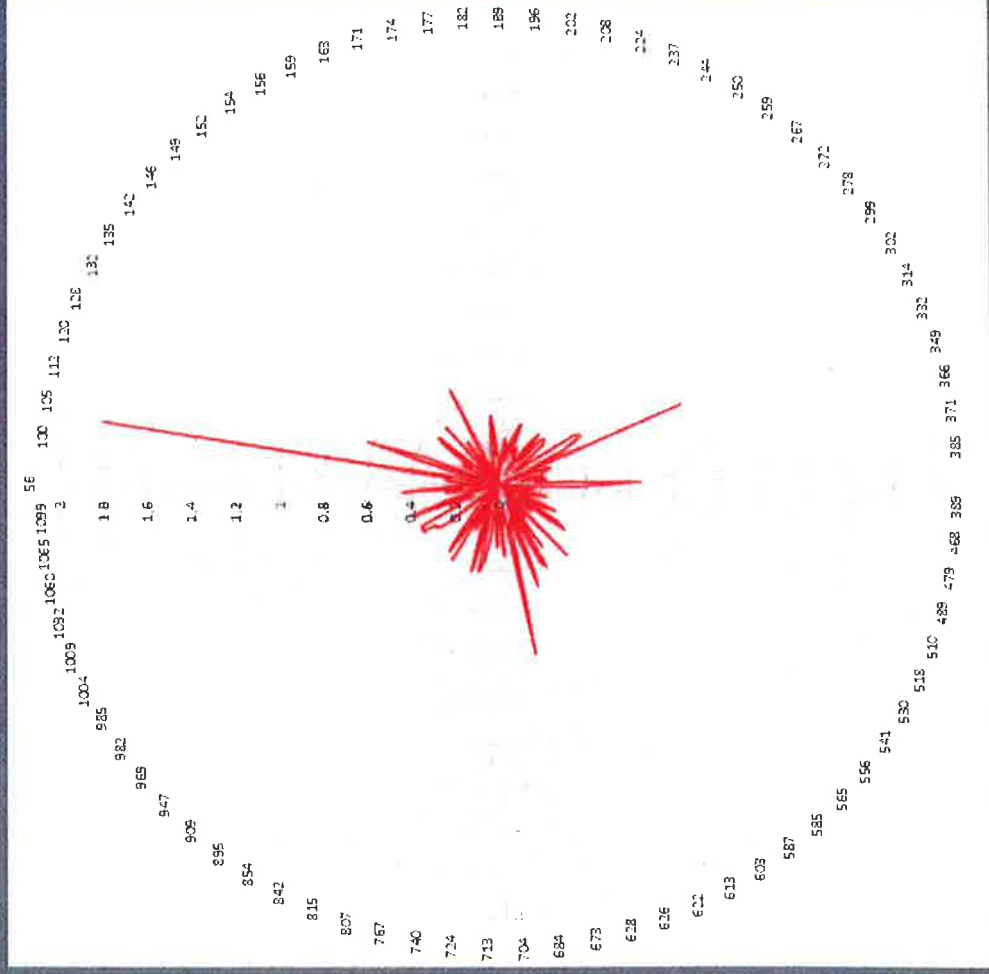
## ● Inaccessible Topography





# sUAS – Unmanned Aerial Systems

- **Example of Accuracies**
  - 159 conventional check shots
  - RMSE of 0.29 feet





# sUAS – Unmanned Aerial Systems

## ● Building Façade Inspection



**R.A. Smith National**

*Beyond Surveying  
and Engineering*



# Questions

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Jon Chapman  
Survey Project Manager  
LiDAR | sUAS  
Direct: 262-317-3366  
[jon.chapman@rasmithnational.com](mailto:jon.chapman@rasmithnational.com)



R.A. Smith National

*Beyond Surveying  
and Engineering*



# sUAS – Unmanned Aerial Systems

## ● Government (Public) UAS Operations

- [http://www.faa.gov/uas/public\\_operation](http://www.faa.gov/uas/public_operation_sl)  
[sl](#)





June 15, 2016

**TO THE HONORABLE CHAIRMAN AND MEMBERS  
OF THE BROWN COUNTY BOARD OF SUPERVISORS**

Ladies & Gentlemen:

**RESOLUTION TO AUTHORIZE THE USE OF  
BONDED AND LEVIED FUNDS FOR LIBRARY RENOVATION**

**WHEREAS**, in March 2012, Brown County Board of Supervisors bonded for Library renovations at the Central Library and placed said bonded funds into the 425 Library Renovation Fund to be used for library construction projects; and,

**WHEREAS**, as these funds in the 425 Library Renovation Fund were to be used for facility improvements the funds were put under the oversight of the Public Works Department; and,

**WHEREAS**, funds bonded for by Brown County for the Library, back in 2012, were borrowed and designated for renovation purposes and under the State Statutes are required to be used for said purposes pursuant to Wis. Stats., Chapter 67; and,

**WHEREAS**, Brown County is responsible for disbursing funds in compliance with Chapter 67, and exercises control over the bond money and the manner in which it is disbursed, and is obligated to comply with the very purpose for which the bond was issued, which was Library improvements and renovations; and,

**WHEREAS**, consistent with said purpose, it is now desirable that \$250,000 of the \$623,997.55 in bonded funds located in the 425 Library Renovation Fund be used by the Library to renovate and reconfigure its Central Library's public restrooms in a manner that complies with the American with Disabilities Act of 1990 ("ADA"), at a cost not to exceed \$250,000; and,

**NOW, THEREFORE, BE IT RESOLVED** by the Brown County Board of Supervisors that, of the \$623,997.55 in bonded funds located in the 425 Library Renovation Fund for Library renovation purposes, \$250,000 be used for the Library to renovate and reconfigure its Central Library's public restrooms in a manner that complies with the ADA at a cost not to exceed \$250,000.

**BE IT FURTHER RESOLVED** by the Brown County Board of Supervisors that the use of said funds from the 425 Library Renovation Fund for purposes of the Central Library

improvements and renovations referenced herein is in keeping with the original intent of the bonded and levied funds.

Respectfully submitted,

PLANNING, DEVELOPMENT AND  
TRANSPORTATION COMMITTEE

Approved By:

\_\_\_\_\_  
Troy Streckenbach,  
COUNTY EXECUTIVE

Date Signed: \_\_\_\_\_

Drafted by Brown County Library Executive Director

Approved as to form by Corporation Counsel

*Fiscal Note: This resolution does not require an appropriation from the General Fund. The resolution encumbers up to \$250,000 from the 425 Fund for public library bathroom improvements.*



BROWN COUNTY LIBRARY  
515 PINE STREET GREEN BAY, WI 54301-5194

PHONE (920) 448-5810  
FAX (920) 448-4364

**BRIAN M. SIMONS**  
EXECUTIVE DIRECTOR

Simons\_BM@co.brown.wi.us  
www.browncountylibrary.org

## RESOLUTION/ORDINANCE SUBMISSION TO COUNTY BOARD

**DATE:** 5/20/2016  
**REQUEST TO:** Planning, Development & Transportation  
**MEETING DATE:** 5/23/2016  
**REQUEST FROM:** Brian Simons  
Executive Director, Brown County Library

**REQUEST TYPE:** ☒ New resolution ☐ Revision to resolution  
☐ New ordinance ☐ Revision to ordinance

**TITLE:** **RESOLUTION TO AUTHORIZE THE USE OF  
BONDED FUNDS FOR LIBRARY RENOVATION**

### ISSUE/BACKGROUND INFORMATION:

This resolution is necessary to make the public restrooms at the Central Library ADA compliant and up to code. This has been an issue identified by Public Works in their report. Because the funds were bonded, the repair report was done by Public Works, and the work entailed construction, Public Works was given oversight of the fund where these monies are kept. To move forward, the Library would need access to a portion of the funds in the 425 Library Renovation Fund

### ACTION REQUESTED:

Designate a portion of the bonded funds in the 425 Library Renovation Fund to be used to address the significant needs identified in the resolution.

### FISCAL IMPACT:

**NOTE:** This fiscal impact portion is initially completed by requestor, but verified by the DOA and updated if necessary.

1. Is there a fiscal impact? ☒ Yes ☐ No
  - a. If yes, what is the amount of the impact? \$250,000
  - b. If part of a bigger project, what is the total amount of the project? \$ \_\_\_\_\_
  - c. Is it currently budgeted? ☒ Yes ☒ No (No new tax impact. Funds available)
    1. If yes, in which account? 425.050.6182.100
    2. If no, how will the impact be funded? \_\_\_\_\_

☒ **COPY OF RESOLUTION OR ORDINANCE IS ATTACHED**

**Brown County Register of Deeds**  
**"Unaudited" Budget Status Report**  
 April 2016 vs April 2015

	2016 Budget	2016 YTD Transactions	2015 Budget	2015 YTD Transactions
Personnel Costs	\$ 672,837	\$ 216,957	\$ 672,874	\$ 220,943
Operating Expenses	\$ 38,077	\$ 24,528	\$ 39,714	\$ 11,931
Chargebacks	\$ 155,465	\$ 62,327	\$ 144,803	\$ 48,692
Contracted Services	\$ 34,000	\$ 9,114	\$ 23,000	\$ 5,153
<b>TOTAL EXPENSES</b>	<b>\$ 900,379</b>	<b>\$ 312,926</b>	<b>\$ 880,197</b>	<b>\$ 286,719</b>
Inter-County Revenue	\$ 4,600	\$ 2,015	\$ 4,600	\$ 1,479
Transfer In	\$ 0	\$ 0	\$ -	\$ 0
Transfer Fees	\$ 620,000	\$ 166,180	\$ 471,330	\$ 176,801
Public Access Fees	\$ 120,000	\$ 40,679	\$ 107,100	\$ 38,701
Sales & Services Revenue	\$ 905,700	\$ 233,624	\$ 1,040,300	\$ 251,480
<b>TOTAL REVENUES</b>	<b>\$ 1,650,300</b>	<b>\$ 442,498</b>	<b>\$ 1,623,330</b>	<b>\$ 468,461</b>
<b>Property Taxes</b>	<b>(\$749,921)</b>	<b>(\$129,572)</b>	<b>(743,133)</b>	<b>(\$181,742)</b>

